

MARINE CORPS ASSAULT SUPPORT AIRCRAFT

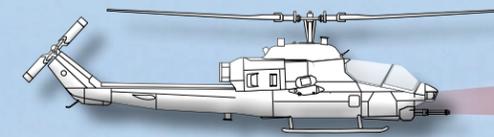
AH-1Z Viper and UH-1Y Venom

The H-1 upgrade program is an integral part of the Marine Corps' end strength increase. As the number of Marine infantry battalions increases, so will the requirement for rotary-wing attack and utility support aircraft. To meet this demand, two Marine light attack helicopter squadrons will be added to the active component. H-1 upgrade aircraft are equipped with a four-bladed rotor system, 10,000-hour air frames, integrated avionics, glass cockpits, improved sensors and helmet-mounted displays. Approximately 84 percent of the two air frames are common, significantly benefiting deployability and maintainability and reducing the logistics footprint and associated training requirements. Initial operational capability was achieved for the UH-1Y in August 2008. The AH-1Z is scheduled for initial operational capability in fiscal year 2011.

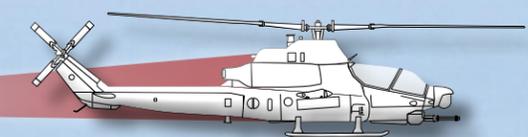
UH-34D, 1966

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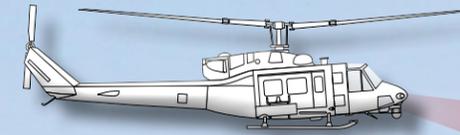
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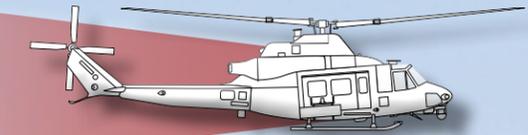
AH-1W



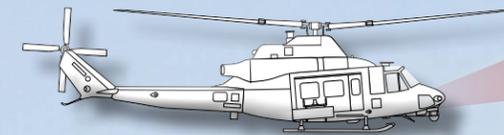
AH-1Z



HH/UH-1N



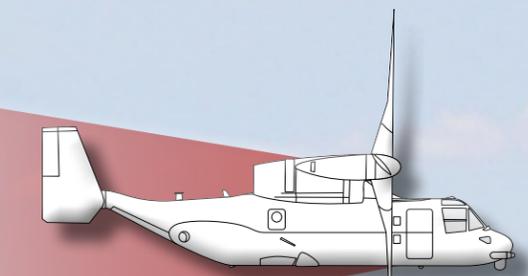
UH-1Y



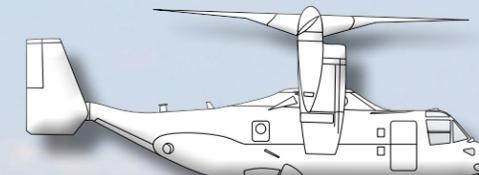
UH-1Y



CH-46E



MV-22B



MV-22B

MV-22B Osprey

The MV-22B *Osprey* is a tilt-rotor V/STOL aircraft designed as the medium-lift replacement for the Vietnam-era CH-46E *Sea Knight* assault support helicopter. The *Osprey* can operate as a helicopter or as a turboprop aircraft and incorporates advances in composite materials, airfoil design, fly-by-wire controls, and digital avionics. It possesses twice the speed, six times the range, and three times the payload of the CH-46E. Initial operational capability for the MV-22B was in 2007 and it is now supporting combat operations in the Central Command area of responsibility.

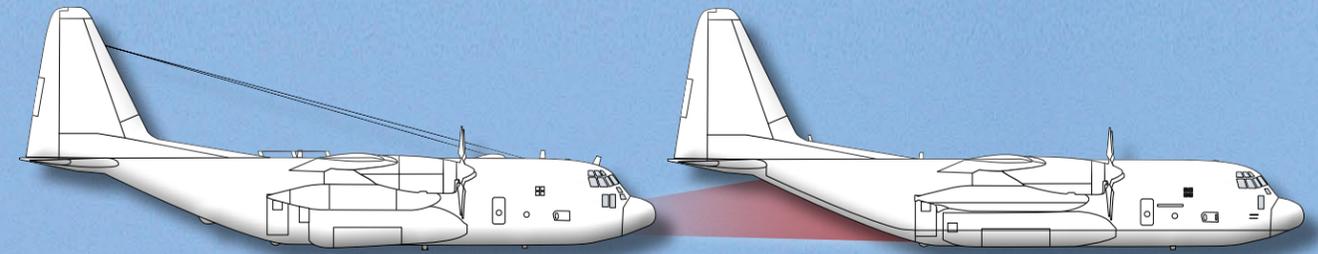
KC-130J Super Hercules

The KC-130J *Super Hercules* is a multimission tactical tanker and assault support aircraft that is well suited to the mission needs of the forward-deployed MAGTF. As the replacement for the KC-130T model aircraft, the KC-130J provides increased speed and range, an improved refueling system, a digital cockpit, night vision imaging capabilities, and increased survivability as well as commonality and interoperability between the active and reserve components of the Marine Corps.



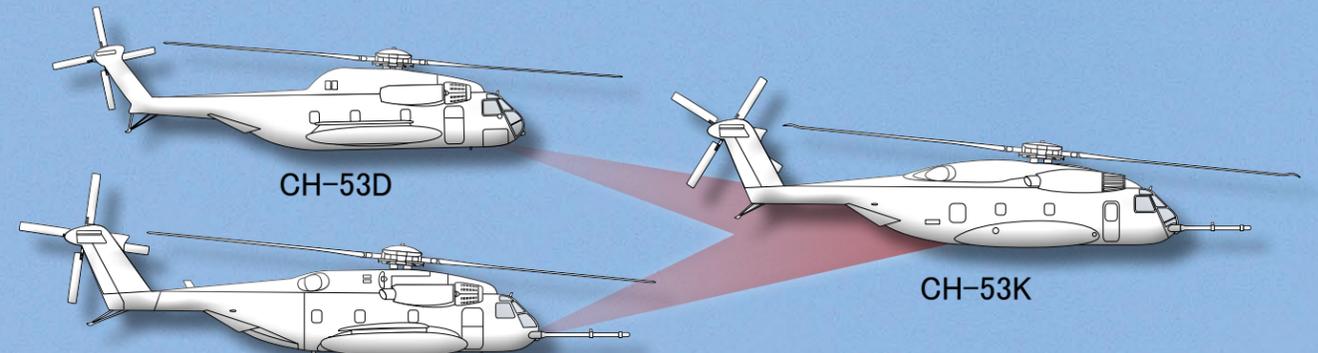
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KC-130T/J

KC-130J



CH-53D

CH-53E

CH-53K

CH-53K Heavy Lift Helicopter

In operation since the early 1970s, the current CH-53 fleet is beginning to reach its airframe fatigue life service limits and does not have the lift capability necessary to support the future warfighting concepts of the Marine Corps. This aging but still very relevant helicopter is in high demand, making significant contributions to missions around the world. Expeditionary heavy-lift capabilities will continue to be critical to successful land- and sea-based operations in future anti-access operations, area-denial environments, sea basing, and the joint concepts of force application and focused logistics. The new CH-53K will fulfill land- and sea-based heavy-lift requirements not possessed by any of today's platforms, and will contribute directly to the increased agility, lethality, and persistence of Marine and joint task forces. The CH-53K will transport 27,000 pounds of external cargo to a range of 110 nautical miles, nearly tripling the CH-53E's lift capability under similar environmental conditions, while fitting within the same shipboard footprint. The CH-53K also will provide lift capability under high-altitude and hot-weather conditions, greatly expanding commanders' operational reach. Maintainability and reliability enhancements of the CH-53K will significantly decrease recurring operating costs, and will greatly improve aircraft efficiency and operational effectiveness in comparison with the current CH-53E. In addition, survivability and force protection enhancements will increase protection dramatically, for both aircrew personnel and passengers, thereby broadening the depth and breadth of heavy-lift operational support to task force commanders.